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THE CRISIS

It has been impossible that the crisis in the relations of Germany and the United States could be indefinitely postponed. It has been from the beginning of the war the manifest purpose of the Berlin government to make a new code of war suited to her purposes, to fight on land and on sea, in the air and under the sea, in the way best suited to make Germany the victor in this war that she has forced upon the world.

The United States has stood for time-tried and accepted doctrines of humanity, for the rules to which our Government has adhered when it has been at war, and to which it has demanded that others should adhere when they were at war.

Between these German and American ideas there has been a wide gulf; we are very presently to know whether it is so wide that the two nations cannot continue maintaining the relations of neighborhood and amity.

President Wilson in the most solemn manner has warned Germany that the destruction of an unarmed, unoffending merchant vessel, without warning, without examination of papers and cargo, without giving opportunity for passengers and crew to escape, cannot be regarded by the United States as coming within those rules of war to which this country subscribes. The American nation felt and understood and meant exactly what the President said; it will stand behind him to the fullest limit that he may have to go to make his word good.

Stress was laid in our diplomatic communications on the possibility that American lives might be lost in another affair similar to that of the Lusitania. Yet the loss of life is not the essential thing. The intent to kill is the real test. To torpedo a merchant vessel, unarmed, without warning, without opportunity to her crew and company to save themselves—this is the essence of the wrong against which this Government has placed itself on record in the most impressive terms that the language of diplomacy knows.

The Arabic was not conveying munitions of war; she carried merchandise and passengers destined to the United States; a considerable number of her passengers were American citizens. Let us see what our foreign office had to say about this situation so recently as July 21. In the last Lusitania note President Wilson said:

Illegal and inhuman acts, however justifiable they may be thought to be against an enemy who is believed to have acted in contravention of law and humanity, are manifestly indefensible when they deprive neutrals of their acknowledged rights, particularly when they violate the right to life itself. If belligerent cannot retaliate against an enemy without injuring the lives of neutrals, as well as their property, humanity, as well as justice and a due regard for the dignity of neutral powers, demand that the practice be discontinued.

Has the practice been discontinued? The case of the Arabic is the complete answer. There has been no answer written in ink, over the signature of the German foreign minister, but we have the answer written in blood, countersigned with the thumbprint of the submarine commander who sent the Arabic to her grave.

What are we to do in such circumstances? The President's last Lusitania note continued:

It persisted in [referring to these practices] it would in such circumstances constitute an unpardonable offense against the sovereignty of the neutral nations affected.

"An unpardonable offense." That must mean something. What does it mean? Further on the President refers to the right of the freedom of the seas, and he says:

The Government of the United States will continue to contend for the freedom, from whatever quarter violated, without compromise and at whatever cost.

Could anything be more pointed? While we must hold Germany responsible for the methods of her submarine warfare and for the atrocities that have been incidents to it, nevertheless we must have a kind of respect for Germany for answering the President's note in the virile way in which she has answered it in the case of the Arabic.

Instead of continuing longer the sophomoric discussion that has begun to pall upon the nation, Germany has given her answer. Assuming that the facts are what they now seem to be, the United States knows exactly what it must expect from Berlin. What are we to do about it?

The answer might be more difficult but for the accumulation of testimony that we have no chance to get a considerate and friendly answer from Germany. There has just been division of a great scheme of corruption in this country, with which the names of men eminent in the German government have been

involved. It has been a shocking revelation of the contempt in which we are held by the men who make the law of land and sea and air at Berlin.

We have not lost from mind the tragedy of the Lusitania, more awful in its immediate results, yet no whit worse in principle than this of the Arabic. Indeed, it must be kept in our thought that as between the Lusitania and the Arabic cases the principles of humanity and of law and of international usage make the latter far the worse. The Arabic was sailing from, not to, the shores of a belligerent. She was carrying no munitions.

In short, the Arabic presents the complete case that the President outlined in his last Lusitania note—the unforgivable case. If the official facts shall bear out this present presumption, then will be presented to this country the final necessity that it shall back down or show the stuff of which it is made.

Is it possible that we will back down?

No American believes it.

FREE AS THE AIR

"Free as air" is an archaic simile. "Free air" is an indubitable fact. It is an inducement held forth to passing motorists by garages, conveying the subtle assumption that all air is not free. The aeroplane, abroad, even before the war, caused aerial traffic regulations to be formulated in France and Belgium.

Even in Washington, events disclose, there is a "No trespassing" sign, figuratively speaking, suspended in the ozone. This "keep off" restriction refers to amateur wireless operators. Considerable trouble was caused for several days by an ingenious, and ingenious, maiden who had a proclivity for wireless construction instead of dolls.

She is not to be deprived of her pastime so long as she, like the children who play in the parks, observe the rules. She, and other amateur aerial operators, may use the atmosphere so long as their messages do not exceed a sending wave length of 200 feet.

The economists used to talk about "free goods," meaning water, wild fruits, and other natural resources that abounded on every hand. "Free as the air we breathe" was an extravagant sort of description; now it may or may not apply at all.

WHEN IS A JITNEY NOT A JITNEY?

When is a jitney not a jitney? That is a little problem in definition and transportation that is troubling the Quaker City. The jitneys were ruled out there after they had established such a flourishing business that the street car companies began to feel the loss of patrons.

Next the adaptable jitneys went bravely forth as "sight seeing cars." By paying a nickel Philadelphians could see the scenery between their homes and offices morning and evening at scheduled periods.

The city solicitor is sore beset. The sight-seeing car is an established institution in Philadelphia, but there is no legal definition of what constitutes a sight-seeing car. Meanwhile the jitneys jockey merrily on, even in the face of a rise of a cent a gallon in the price of gasoline.

REDUCING OUR NAVAL POWER

It would be hard to find anybody, even among the most unreasoning pacifists, willing seriously to argue that our naval power ought to be sharply reduced at this time. But that is just what has somehow happened to it in recent years.

Congressman Gardner produces tabulated figures to show that at target practice in the spring seventeen battleships made ninety hits out of 826 shots. So long as the Navy Department refuses to publish official figures the circumstantial details by Mr. Gardner are accepted as reasonably reliable. It is worth while to analyze these.

The battleship New York in seventy shots scored twelve hits, while the Texas, with the same 14-inch guns, made only eight hits. The Texas, then, is only 66 per cent efficient as compared to the New York, and the New York is about 20 per cent efficient as compared to the record of 90 per cent or thereabouts which we have been wont to imagine our best naval marksmen to be making.

Inasmuch as the shots that hit are the ones that count, it would seem that the New York is equal to about one-fifth of a properly fought battle in action efficiency and the Texas is about one-seventh.

But this isn't the worst of it. The New Hampshire is credited with one hit in twenty-eight shots, which gives her about one-twenty-fifth the execution power of a 90 per cent hitter. The Minnesota, Vermont, and Louisiana each got two hits in twenty-eight shots, making them just twice as useful as the New Hampshire.

The best hitting batteries were those of the New York. They scored approximately one hit in six shots. Taking that very bad record as the standard, we find that the lowest twelve ships in the record made

forty-five hits in 448 shots, or one in ten. If the eleven worst marksmen were brought up only to the standard of the New York the efficiency of eleven vessels would be increased two-thirds.

Perhaps the theory on which our fleet is now being managed is that the ships are to be made such attractive targets that the enemy will bankrupt himself of ammunition and then our jolly tars can swim over and take possession of his vessel.

DR. ALBERT'S DEFENSE

The statement issued by Dr. Heinrich E. Albert, imperial German privy councillor and head of his government's propaganda in this country, explaining his activities in parts an amazingly frank admission. The frankness, however, extends exclusively to those operations concerning which information has become public in such detail and completeness that it is impossible to do more than admit the facts and put the best possible face on them.

That was the Herr Doktor's position with reference to the attempts to buy control of the Fatherland's editorial policy. He acknowledged that he didn't like the policy of the Vireck paper in attacking the Washington Administration, and "would lend no substantial support to the publication, notwithstanding any claim to which it might otherwise be entitled because of its pro-German attitude, unless we could have a sufficient control over its editorial policy to prevent such attacks." Vireck refused these terms, and so Dr. Albert virtuously avouches that no German agent has ever had control or voice in the paper's management. A curious virtue this: the bribe was refused, therefore no impropriety attached to offering it!

This is an illuminating observation, too, about the "substantial support" to which a publication might be "entitled" because of its pro-German attitude. Seemingly the idea has never impressed the German agents that there was anything wrong about corrupting the press; in fact, they "might be entitled" to "substantial support;" but only provided they placed their editorial policy completely under control of the privy councillor. That may be a satisfactory exoneration from the standpoint of the privy councillor's notions about the morals of the press and the deencies in dealing with it. It does not by a long way measure up to American ideals. Dr. Albert admits not only that the effort was made to corrupt the press, but that he sees nothing wrong in it. He is touchingly sincere in his presentation of Germanic standards.

His defense of corruption is, however, no more naive than his attitude on munitions of war. The Germanic allies had urged on high moral grounds that neutrals ought not export munitions, and while pressing this moralist view they were buying munitions plants in this country! They couldn't get the products of these plants into Germany and Austria while England controlled the seas; but if by chance sea power should be transferred to their side they would be able to do just what their enemies had done. Does anybody doubt that they would have done it?

"We have considered it our right and duty," writes the Herr Doktor, "while Great Britain continues its piracy of the high seas, to endeavor to protect ourselves against this course of international brigandage by stopping the exportation of war materials to the allies." Great Britain's "piracy" and "international brigandage" denounced on the very day when the Arabic is sent to the bottom without warning! It is "piracy" and "brigandage" for Great Britain to use its sea power in the ways prescribed by all precedent and international law, but it is perfectly correct and praiseworthy for Germany to murder neutrals and non-combatants by the thousand.

Dr. Albert has said quite enough to make it apparent that he is not the sort of alien to whom the hostilities of this country should be kept open.

"SAFETY FIRST" WINS

A cheering bit of news is the railroads' announcement that during the last three months of 1914 they carried more than 230,000,000 passengers without loss of a life through a collision. This is the best showing since the Interstate Commerce Commission began requiring accident bulletins in 1901. The "Safety First" campaign is bearing fruit.

With a temperance wave sweeping over the world, lots of men will stubbornly refuse to learn how to swim.

The Sayville announcement, that the war would end in the fall, was curtailed before we had a chance to ascertain whose.

Revolutionists in Central America, without a following, can depend on the canal to join any movement that is started.

Government refuses to allow feeble-minded persons to enter the United States, but any American can get a passport to Europe.

HAPPENINGS OF DAY IN CAPITAL SOCIETY

Many Entertainments Are Planned by the Leaders of Society in Washington. Gossip of Hostesses.

The President received the Brazilian minister to Mexico at the White House at 12:30 o'clock today with Mme. Cardoso, their four daughters, the Misses Cardoso, the first secretary of the legation, Carlos Cardoso, and the attaché, Manuel C. Betancourt. They arrived here yesterday and were met at the station by the Brazilian ambassador, Ivo de Gama, assistant director of State, J. E. Osborne, Capt. Powell Clayton and Dr. Yancey, assistant director of the Pan-American Union. Secretary of State Lansing received the minister yesterday and returned the call at the White House, where the minister and his party will remain until Monday. The ambassador will entertain the party at a dinner of twenty-two covers Monday evening. Last evening the minister was host at a small dinner in honor of the Brazilian ambassador, da Gama, who will leave Washington this afternoon for the summer embassy at Long Branch, but will return Monday to attend the Lansing dinner. The ambassador is stopping at the Shoreham.

Tuesday afternoon the minister and his party will be the guests of the State Department on a trip to Mt. Vernon.

Col. Edward C. Young, of Atlanta, Ga., is visiting President Wilson at the White House for a few days.

Senator Charles A. Culberson of Texas and Mr. Culberson are spending several weeks on the Rangely lakes, in Maine.

Miss Katie DuBoise, daughter of Medical Director William R. DuBoise, U. S. N., retired, and Mrs. DuBoise, has returned to her home in Kalorama road after a visit with Miss Florence Selden in Greenwich, Conn., and a lengthy stay in Stamford, Conn.

Lieut. John Iseman, U. S. N., will return to Washington at the end of the month. After touring in New York State he is visiting relatives in Middletown, N. Y., but will go next week to Goshen, N. Y., to attend the horse show which opens there August 23.

Mr. and Mrs. Peter Golet Gerry are at Bar Harbor, and have as their guests aboard their yacht, the Owera, Mrs. Frederick W. Vanderbilt and Mrs. Newbold Morris.

Mrs. Whitelaw Reid will return to Oyster Farms, her country estate, in White Plains, during the middle of next month. At present she is at her camp at Upper St. Regis, N. Y.

Baroness Andre, sister of Mrs. Chauncey M. Depew, is at the Ritz-Carlton, in New York City, where she went from London, Mass.

Mrs. Eugene Byrnes will return to her home in R street Monday from Sachem Head, Long Island, where she has been visiting for about six weeks.

Mrs. George Cooper will return to Washington Monday from Pittsburgh where she has been since the first part of July.

Charles H. Deing has returned to the city after passing several weeks at Seaside Park, N. J.

E. L. Brady is visiting on the lower Potomac, near Colonial Beach.

Major Dwight Edward Aultman, U. S. A., has taken an apartment in the Northumberland for the winter.

Mr. and Mrs. Ulrich T. Mengert have returned to Washington after a fortnight's stay at Ashbury Park.

John J. Higgins is visiting in Newport, N. H.

Miss Helen Cooper will return to Washington the first part of September. She is visiting Miss Downs at Derby, Conn., where she has been since early in July. Miss Downs and Mrs. Cooper are members of a party which motored to New London, Conn., where they are making a short stay.

Alvin W. Singewald, who has been visiting in Washington for several weeks, has returned to his home in Jacksonville, Fla.

Miss Ida Hingen, whose engagement to Francis A. Kelly was recently announced, is in Panama for a lengthy visit.

Mrs. G. E. Edeline and her niece, Mrs. Estelle Hutchins have gone to the mountains for an indefinite stay.

Dr. H. O. Robinson, of Hyattsville, announces the engagement of his daughter, Miss Bessie Robinson, to Dr. H. Watson Moffitt, of this city. The wedding will take place in the early autumn.

Mr. and Mrs. Chandler Anderson, who is visiting her brother-in-law and sister, the Spanish Ambassador and Mme. Riano, were the honor guests at a luncheon given by Mrs. Margaret Shipman at Newport.

Mr. and Mrs. Lara Anderson are visiting in Newport. Mrs. Lara is the daughter of Mrs. Robert M. McCormick, the Spanish Ambassador and Mme. Riano, the Brazilian Minister to Vienna and Mme. Riano's daughter, Mrs. Margaret Shipman, of Hyattsville, and Mrs. August Belmont, Mrs. William B. Chapman, Mrs. John A. Logan, Jr., and Mrs. George Howard, Miss Margaret Perin, Miss Helen Leigh, Mrs. Herbert Shipman, Mr. and Mrs. George Peabody Eustis, the Duchess de Chaulnes, Miss Shonts, Mrs. Horatio N. Slater, Miss Ray Slater, Mrs. Margaret Shipman, Mrs. Richard H. Townsend, Mrs. John A. Logan, Jr., and Mrs. George Howard, Miss Margaret Perin, Miss Helen Leigh, Mrs. Herbert Shipman, Mr. and Mrs. George Peabody Eustis, the Duchess de Chaulnes, Miss Shonts, Mrs. Horatio N. Slater, Miss Ray Slater, Mrs. Margaret Shipman, Mrs. Richard H. Townsend, Mrs. John A. 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